

ANNEXATION RESOLUTION NO. R- 57-93

A RESOLUTION of the Common Council  
setting forth the policy of the  
City in regard to the Auto Mall  
Annexation.

WHEREAS, the annexation of territory to the City  
of Fort Wayne is a legislative function; and

WHEREAS, the Common Council of the City of Fort  
Wayne is called upon in the preparation of the City  
budget to provide for the furnishing of municipal  
services to the entire City, including newly annexed  
areas; and

WHEREAS, the Common Council of the City of Fort  
Wayne has before it an Ordinance for the annexation of  
the Auto Mall Annexation Area, more specifically  
described as follows, to-wit:

A parcel of land located in the southeast 1/4 of  
section 6, township 30 north, range 12 east (Wayne  
Township), Allen County, Indiana more particularly  
described as follows:

Beginning at the intersection of the west line of  
the southeast 1/4 of section 6, township 30 north,  
range 12 east and the north right-of-way line of  
Illinois Road; thence northerly along said west  
line (2,550 feet +/-) to the south right-of-way  
line of Norfolk Southern Railroad; thence easterly  
along said south right-of-way line (730 feet +/-)  
to the intersection of the north line of the  
southeast 1/4 of section 6, township 30 north,  
range 12 east; thence easterly along said north  
line (590 feet +/-) to the northwest corner of lot  
63 Ansley Acres Addition; thence southerly along  
the west line of Ansley Acres Addition (2,227 feet  
+/-) to the southwest corner of lot 79 Ansley  
Acres Addition; thence easterly along south  
property line of said lot 79 (660 feet +/-) to the  
southeast corner of lot 46 Ansley Acres Addition;  
thence southerly (130.5 feet +/-) to the southwest  
corner of lot 44 Ansley Acres Addition; thence  
easterly (305 feet +/-) to the southeast corner of  
lot 44 Ansley Acres Addition on the west right-of-  
way line of Ansley Drive; thence southerly along  
west right-of-way line (181 feet +/-) to a point;  
thence southwesterly (40 feet +/-) along west  
right-of-way line of Ansley Drive to the  
intersection with north right-of-way line of  
Illinois Road; thence westerly along north right-  
of-way line of Illinois Road (2,253.83 feet +/-)  
to the point of beginning. Containing 82 acres,  
more or less.

BE IT THEREFORE, RESOLVED BY THE COMMON  
COUNCIL OF THE CITY OF FORT WAYNE, INDIANA:

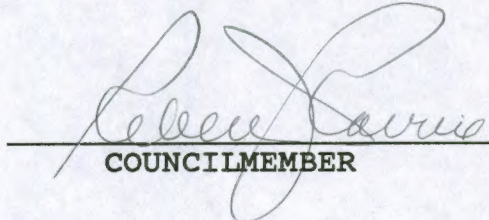


1           SECTION 1. That in the case of the Auto Mall  
2 Annexation Area, it is the policy of the City of Fort  
3 Wayne to follow the provisions of Section 1.1 of  
4 Chapter 2 of the Municipal Code of the City of Fort  
5 Wayne, Indiana of 1974, as amended, with regards to the  
6 provision of non-capital and capital services to the  
7 annexation area.

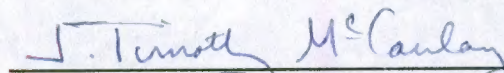
8           SECTION 2. That it is the policy of the City of  
9 Fort Wayne to follow the annexation fiscal plan for  
10 said described territory, as prepared by the Division  
11 of Community and Economic Development which is  
12 incorporated herein. Two copies of said plan are on  
13 file in the office of the Clerk of the City of Fort  
14 Wayne and are available for public inspection as  
15 required by law.

16           SECTION 3. That said plan sets forth cost  
17 estimates of the services to be provided, the methods  
18 of financing these services, the plan for the  
19 organization and extension of these services,  
20 delineates the non-capital improvement services to be  
21 provided within one (1) year of annexation, the capital  
22 improvement services to be provided within three (3)  
23 years of annexation, and the plan for hiring employees  
24 of other governmental entities whose jobs will be  
25 eliminated by this annexation.

26           SECTION 4. That, after adoption and any and all  
27 necessary approval by the Mayor, this Resolution shall  
28 be in full force and effect.

29   
30 COUNCILMEMBER

31 APPROVED AS TO FORM AND LEGALITY

32   
J. TIMOTHY MCCAULAY, CITY ATTORNEY



Read the first time in full and on motion by Ravine, seconded by \_\_\_\_\_, and duly adopted, read the second time by title and referred to the Committee on \_\_\_\_\_ (and the City Plan Commission for recommendation) and Public Hearing to be held after due legal notice, at the Common Council Conference Room 128, City-County Building, Fort Wayne, Indiana, on \_\_\_\_\_, the \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_\_\_, at \_\_\_\_\_ o'clock \_\_\_\_\_ M., E.S.T.

DATED: 10-12-93

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK

Read the third time in full and on motion by Ravine, seconded by \_\_\_\_\_, and duly adopted, placed on its passage. PASSED ~~lost~~ by the following vote:

	AYES	NAYS	ABSTAINED	ABSENT
TOTAL VOTES	<u>8</u>			<u>1</u>
BRADBURY	<u>✓</u>			
EDMONDS				<u>✓</u>
GiaQUINTA	<u>✓</u>			
HENRY	<u>✓</u>			
LONG	<u>✓</u>			
LUNSEY	<u>✓</u>			
RAVINE	<u>✓</u>			
SCHMIDT	<u>✓</u>			
TALARICO	<u>✓</u>			

DATED: 11-9-93

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK  
Mark P. GiaQuinta

Passed and adopted by the Common Council of the City of Fort Wayne, Indiana, as (ANNEXATION) \_\_\_\_\_ (APPROPRIATION) \_\_\_\_\_ (GENERAL) \_\_\_\_\_ (SPECIAL) \_\_\_\_\_ (ZONING) \_\_\_\_\_ ORDINANCE RESOLUTION NO. P-57-93 on the 9th day of November, 1993

ATTEST: (SEAL)  
Sandra E. Kennedy Mark P. GiaQuinta  
SANDRA E. KENNEDY, CITY CLERK PRESIDING OFFICER  
Mark P. GiaQuinta

Presented by me to the Mayor of the City of Fort Wayne, Indiana, on the 10th day of November, 1993, at the hour of 2:00 o'clock P, M., E.S.T.

Sandra E. Kennedy  
SANDRA E. KENNEDY, CITY CLERK  
Mark P. GiaQuinta  
Approved and signed by me this 12th day of November, 1993, at the hour of 8:00 o'clock P M., E.S.T.  
PAUL  
PAUL HELMKE, MAYOR



## MEMORANDUM

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TO: City Council Members  
FROM: Gary Stair, Director of Planning  
SUBJECT: Auto Mall Annexation  
DATE: November 2, 1993

\*\*\*\*\*

Attached are copies of the fiscal plan for the Auto Mall Annexation. This annexation was unanimously approved by the Fort Wayne Plan Commission last month. The Auto Mall Annexation covers approximately 82 acres, contains one housing unit and is 100 percent commercially zoned. It is over 23 percent contiguous to the city limits of Fort Wayne. The area has an assessed value of over \$3,700,000 and will generate a net revenue estimated at \$303,065 during the first five years it is incorporated into the City.

After considering the circumstances within the Auto Mall annexation area, as relayed by a number of area property owners, the City of Fort Wayne has decided to offer property owners a deferred date of annexation of February 28, 1995. Additionally, the city is offering a tax abatement of 66% for the first year taxes due in 1996 and a tax abatement of 33% for taxes due in 1997.

Please feel free to contact Alan Tepfer at 427-1140 should you have any questions or concerns about this annexation.

DIGEST SHEET

TITLE OF ORDINANCE ANNEXATION RESOLUTION

DEPARTMENT REQUESTING ORDINANCE COMMUNITY & ECONOMIC DEVELOPMENT

SYNOPSIS OF ORDINANCE COMMITTS CITY TO FOLLOW STATE LAW IN  
PROVIDING MUNICIPAL SERVICES TO ANNEXED AREA.

*Q-93-10-08*

EFFECT OF PASSAGE CITY WILL BE IN COMPLIANCE WITH STATE LAWS.

EFFECT OF NON-PASSAGE ANNEXATION WILL BE SUBJECT TO LEGAL ATTACK.

MONEY INVOLVED (DIRECT COSTS, EXPENDITURES, SAVINGS) \_\_\_\_\_

FISCAL PLAN TO BE AVAILABLE PRIOR TO PASSAGE.

ASSIGNED TO COMMITTEE (PRESIDENT) \_\_\_\_\_

BILL NO. R-93-10-08

REPORT OF THE COMMITTEE ON  
REGULATIONS

DAVID C. LONG & REBECCA J. RAVINE - CO-CHAIRPERSONS  
LUNSEY, SCHMIDT

WE, YOUR COMMITTEE ON REGULATIONS TO WHOM WAS

REFERRED AN (~~ORDINANCE~~) (RESOLUTION) of the Common Council  
setting forth the policy of the City in regard to the  
Auto Mall Annexation

HAVE HAD SAID (~~ORDINANCE~~) (RESOLUTION) UNDER CONSIDERATION  
AND BEG LEAVE TO REPORT BACK TO THE COMMON COUNCIL THAT SAID  
(~~ORDINANCE~~) (RESOLUTION)

DO PASS

DO NOT PASS

ABSTAIN

NO REC

*Rebecca Ravine*  
*David Long*  
*William Lunsey*  
*William Schmidt*

DATED: 11-9-93.

Sandra E. Kennedy  
City Clerk



# FISCAL PLAN

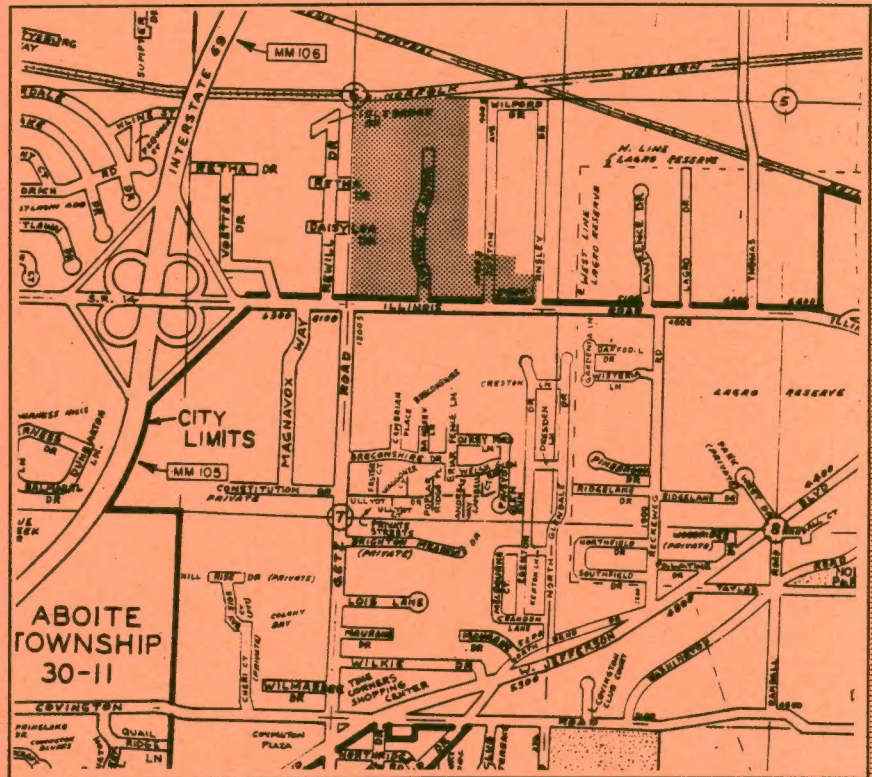
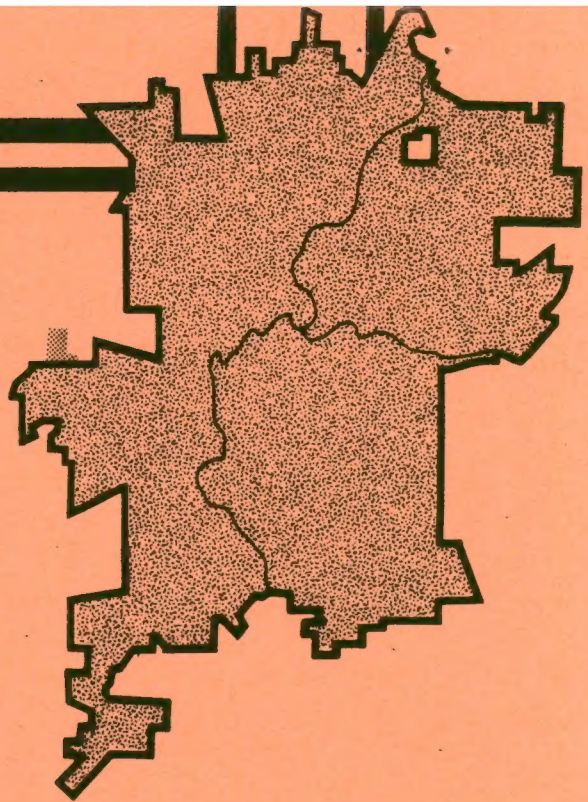
CITY OF FORT WAYNE  
PAUL HELMKE, MAYOR

OCTOBER 1993

AUTO MALL  
ANNEXATION

COMMUNITY & ECONOMIC

**C&ED**  
DEVELOPMENT



ADMINISTRATION AND POLICY DIRECTION

Paul Helmke  
Mayor  
City of Fort Wayne

Gregg LaMar  
Director  
Division of Community and Economic Development

Gary Stair  
Director of Planning

Fort Wayne City Plan Commission  
Mel Smith, President  
Robert Hutner, Secretary  
Ernest Evans  
James Hoch  
Charles Layton  
David Ross  
Donald Schmidt  
Carol Kettler Sharp  
Vicky VerPlanck

RESEARCH AND PREPARATION

Alan Tepfer, Planner II  
Pamela Holocher, Planner III



## INTRODUCTION

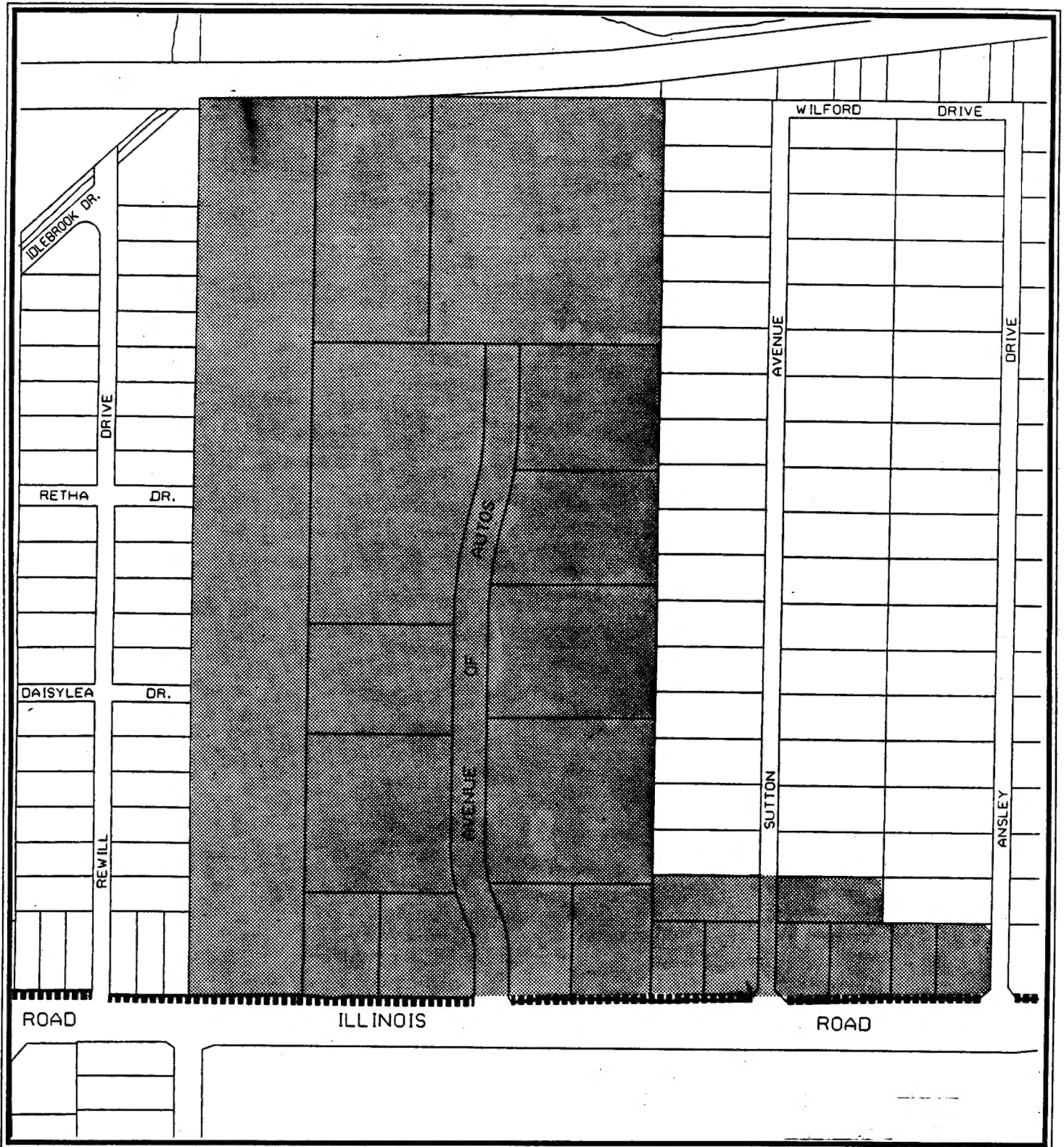
Over the past 20 years, the City of Fort Wayne has been pursuing a vigorous policy for annexing land adjacent to its corporate limits. This proposal is a logical continuation of this policy.

This fiscal plan outlines the applicable state legislation in respect to the annexation of commercial land and explains how the Auto Mall annexation area conforms to the state law requirements. The plan also provides basic data about the area, describes the services which will be furnished to the area upon annexation by the City of Fort Wayne, and summarizes the fiscal impact of this annexation upon the city.

A map of the Auto Mall Annexation Area is presented on the following page. Figure I delineates the Auto Mall Annexation Area with major boundary streets labeled.

FIGURE 1

# AUTO MALL ANNEXATION AREA





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## SECTION ONE

### BASIC DATA

#### A. LOCATION

The area proposed for annexation is located west of the City of Fort Wayne wholly within the southeast quarter of section 6 township 30 north, range 12 east of Wayne Township and is generally bounded ON THE WEST by the western boundary of the quarter section; ON THE NORTH by the south right-of-way of the Norfolk and Southern Railroad and the north boundary of the quarter section; ON THE EAST by the western boundary of Ansley Acres Addition (also including and lots 1, 2, 3, 4, 5, 6, 45 and 80 of Ansley Acres Addition); ON THE SOUTH by the northern right-of-way line of Illinois Road (City Limits). (See Figure 2)

#### B. SIZE

The Auto Mall Annexation Area contains approximately 82 acres.

#### C. POPULATION

The Auto Mall Annexation does not consist of any complete 1990 Census Blocks. All population within the relevant census block is located outside the annexation area. Block statistics from the 1990 U.S. Census of Population and Housing show that 129 persons resided in the census block in which the Auto Mall Annexation area is a small part.

#### D. BUILDINGS

Commercial Buildings	15 structures
Residential Buildings	1 structure

#### E. PATTERNS OF LAND USE

	(Approximations)	
	Acres	Percent
Vacant	42.2	51.6%
Right-of-Way	4.8	5.8%
Commercial	34.8	42.4%
Residential	.2	.2%
Total	82.0	100.0%

# AUTO MALL





F. ZONING

The Auto Mall Annexation Area currently contains three zoning classifications. All of the area is zoned commercial (See Figure 3). Upon annexation, this area will be under the jurisdiction of the City Plan Commission and the zoning classifications will be as follows:

County Zoning Classification	City Zoning Classification
C-1(P) Limited Commercial Planned	B1B Limited Business District
C-3(P) Planned General Commercial Business	B3B General Business District
C-4(P) Planned Roadside Commercial	B4 Roadside Business

G. TOPOGRAPHY

The Auto Mall annexation area contains several basic soil classifications: Blout Silt Loam (BmA, BmB2), Eel Silt Loam (Es), Morley Silty Loam (MrB, MrB2, MrC2, MrE2), Morley Silt Loam (MrB, MrB2, MrC) and Pewamo Silty Clay Loam (Pe). It has been determined using U.S. Geological Survey Maps that the area has a nearly level to moderate sloping relief.

H. ASSESSMENT

Total Assessment of Land and Improvements:	\$2,233,610
Total Assessment of Personal Property:	\$1,535,370
Total Assessed Value:	\$3,768,980

I. NET TAX RATES (1992 PAYABLE 1993 RATES)

Existing: (Wayne)	\$ 6.364982
After Annexation:	\$ 8.413891
Increase:	\$ 2.048909 (31.86 percent increase)

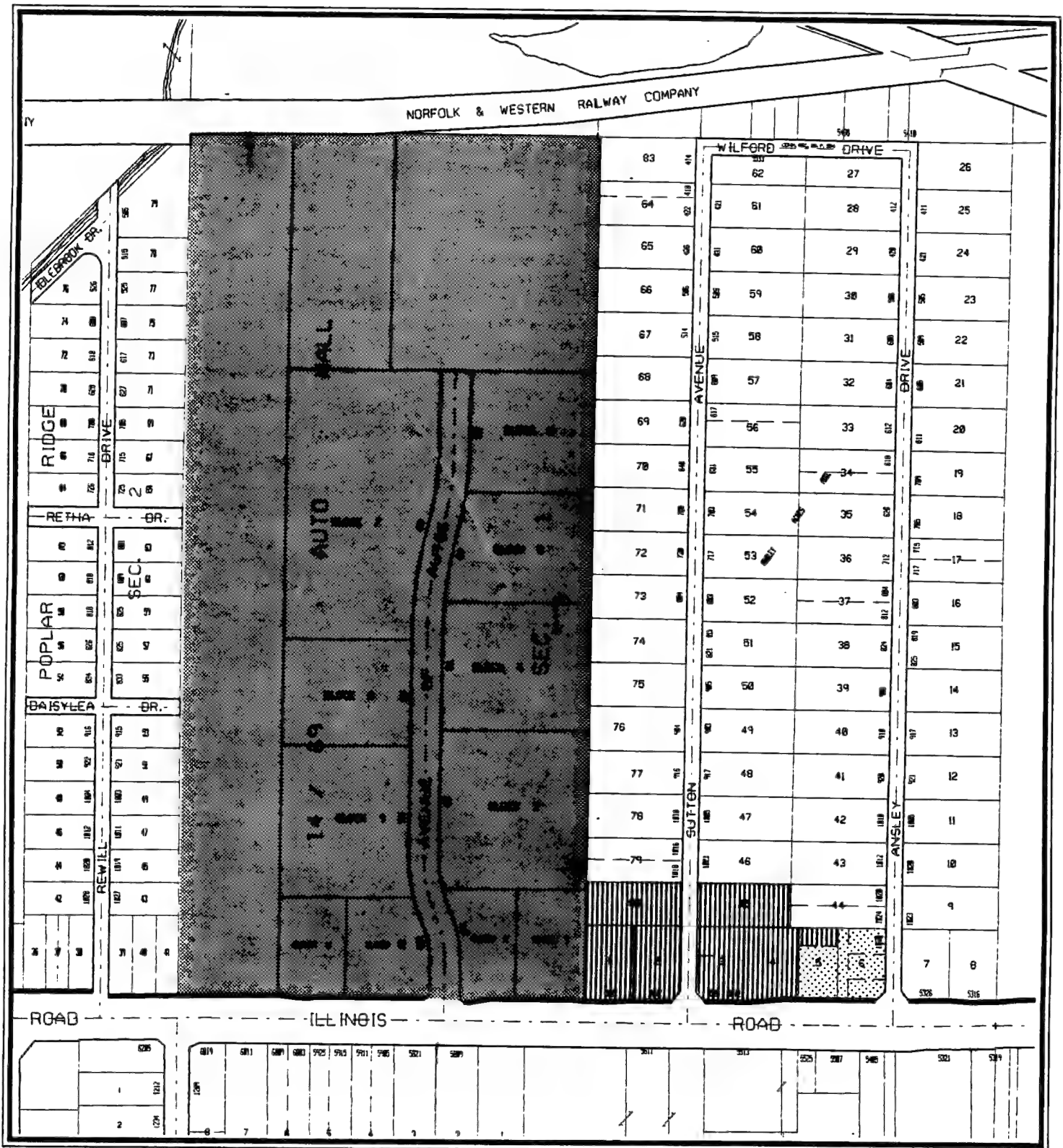
J. COUNCIL DISTRICT

The Auto Mall annexation area will be initially assigned to City Council District 4, subject to any later statutorily-required reapportionment.

K. CONTIGUITY

The Auto Mall annexation area is over 20 percent contiguous to the City of Fort Wayne.

FIGURE 3  
**AUTO MALL**



## ZONING



C-1(P) Limited Commercial (Planned )



C-3(P) General Commercial (Planned )



C-4(P) Roadside Commercial (Planned )



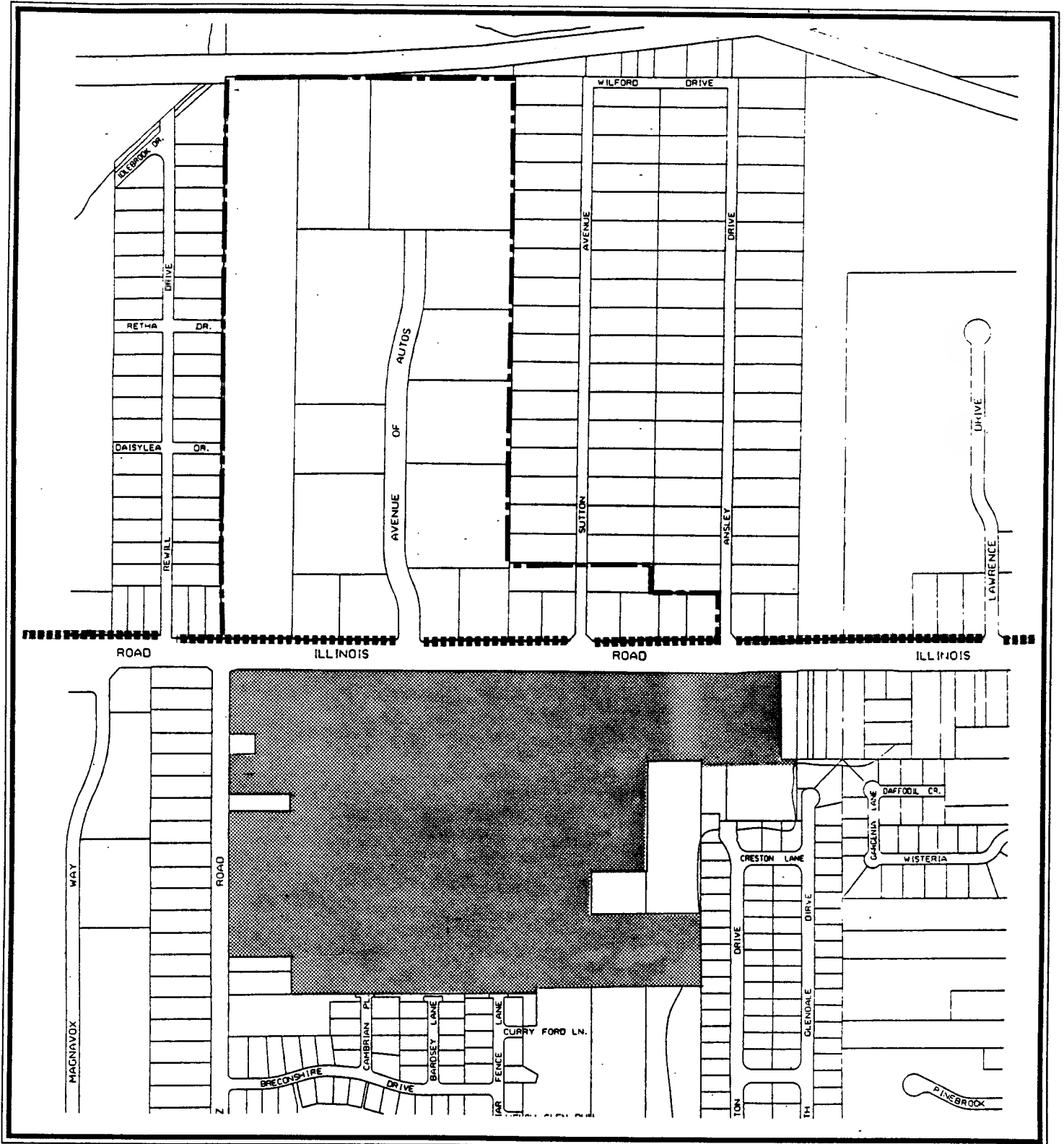
L. SELECTED AREA WITHIN CORPORATE BOUNDARIES WITH SIMILAR TOPOGRAPHY, PATTERNS OF LAND USE AND POPULATION DENSITY

As the City has uniform service standards throughout its corporate boundaries, all areas of similar topography, patterns of land use and population density receive the same level of service. A representative area within the City comparable in topography, patterns of land use and population density to the Auto Mall annexation area is due south, across Illinois Road within the Magnavox Way area. (See Figure 4 on page 6 and the Comparison Chart below).

	Auto Mall Area	Magnavox Way Area
Topography:	0% to 12% slope	0% to 6% slope
Soils:	Blout, Morley, Eel Silty Loam, and Pewamo Soils	Blout, Morley, Eel Silty Loam, Rawsom and Pewamo
Patterns of Land Use:	Predominately Commercial, with some Vacant, and Residential land	Predominately Commercial, with some Vacant, and Residential land
Population Density:	Less than 1 person per acre	Less than 1 person per acre

No area within the City with similar topography, patterns of land use and population density as the Auto Mall Annexation is receiving services higher in standard or scope than those services proposed for the Auto Mall annexation area.

FIGURE 4  
**AUTO MALL**



**COMPARABLE AREA**

## SECTION TWO

### The Comprehensive Annexation Program

The annexation of the Auto Mall area is part of a larger, comprehensive annexation program that was developed in a report prepared by the Department of Community Development and Planning in 1975 and which was subsequently updated in 1976. The Annexation Policy and Program Study was the culmination of a year and a half of extensive study and is used as a policy guide for the City's annexation program. The report recommends that "all urban land contiguous to the City limits should become part of the City" as should "all non-urban land required to complement the annexation of urban land and provide the ability to control and manage urban growth." Because the Auto Mall area met this criteria in 1975-1976, the report identified it as part of a larger area (WAY-1) which was recommended for annexation.

Since 1976, five areas targeted for annexation within the (WAY-1) area in the Annexation Policy and Program Study have been annexed. These areas include the K-Mart West Addition, Bostwick, Colony Bay, Breconshire, and the Magnavox Way Annexation.



## SECTION THREE - STATE LAW REQUIREMENTS

### A. INTRODUCTION

When pursuing an annexation, a municipality must be sure that the proposed annexation is in accordance with the State Law. The existing statute (IC 36-4-3) provides cities with two options for annexing areas. An annexing city must meet the guidelines of a least one of the options. The two options are:

1. The area must be at least one-eighth contiguous (12.5 percent) to the municipality and it must meet at least one of the following three conditions:
  - (a) have a population density of at least three persons per acre;
  - (b) be zoned for commercial business, or industrial uses;
  - (c) be at least sixty percent subdivided.
2. The boundaries of the annexation area must be at least one-fourth contiguous (25 percent) to the municipality and the area must be needed and can be used by the municipality for its development in the reasonably near future.

In both instances, the municipality must also prepare a written fiscal plan. The fiscal plan must provide cost estimates of the services to be furnished to the annexed territory, together with the methods of financing such services.

The Auto Mall Annexation area meets the first option which has been established to determine the validity of annexations.

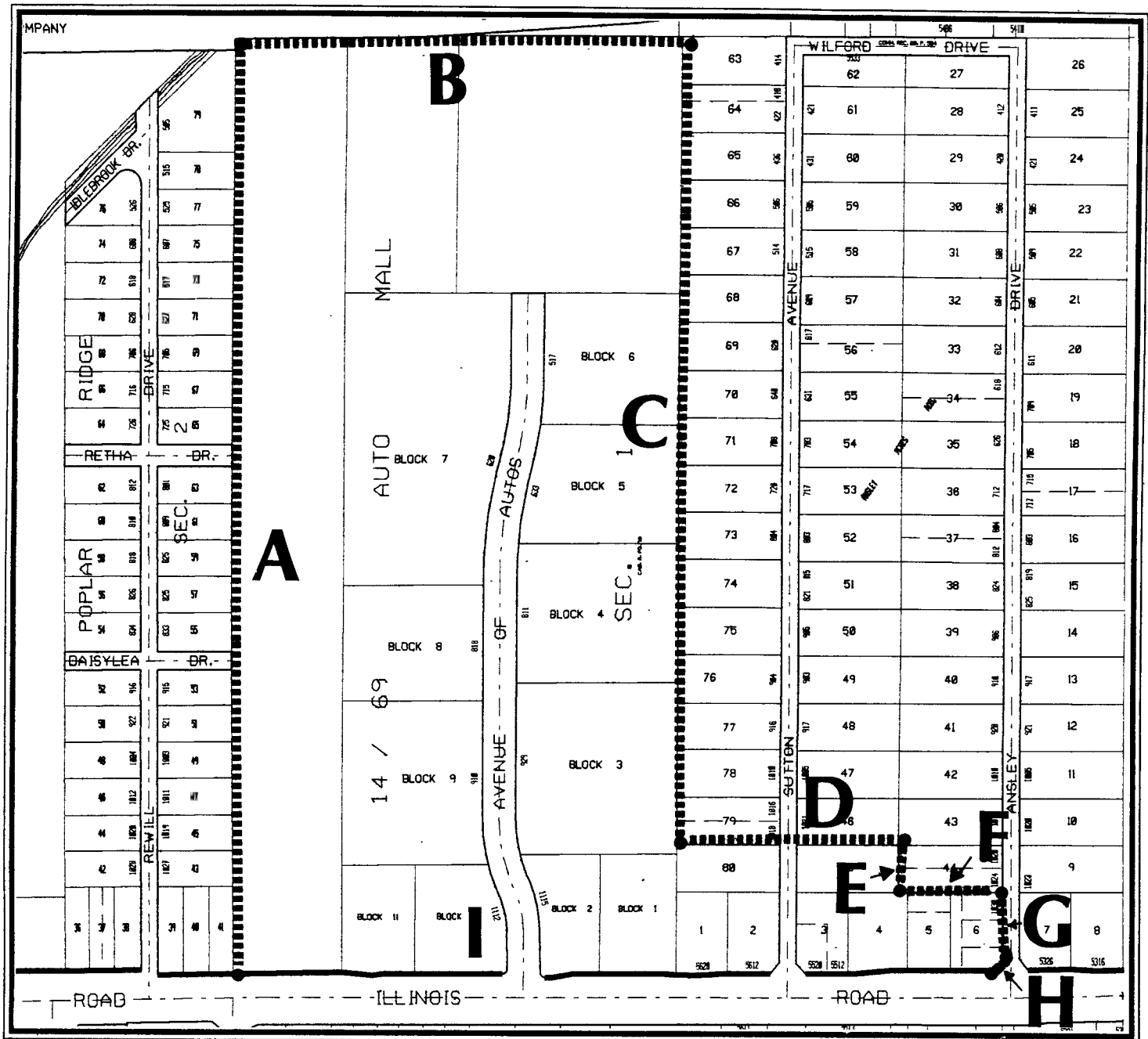
### B. ONE-EIGHTH CONTIGUOUS

Over 23 percent of the annexation area's boundaries are contiguous to the City of Fort Wayne and the area is commercially zoned. Therefore, this annexation easily meets the 12.5 percent contiguity requirement mandated by State Statute.

### C. CONCLUSION

The Auto Mall Annexation area should be annexed into Fort Wayne because it meets the annexation requirement which has been established by the State Legislature.

FIGURE 5  
**AUTO MALL**



**CONTIGUITY**

**CONTIGUOUS**

I. 2253.83'

**NON-CONTIGUOUS**

A. 2550'  
 B. 1320'  
 C. 2227'  
 D. 660'  
 E. 130.5'  
 F. 305'  
 G. 181'  
 H. 40'

**TOTAL** 2253.83' (23.3%)

7413.5 (76.7%)

## SECTION FOUR

### MUNICIPAL SERVICES

This section of the Fiscal Plan projects costs and methods of financing municipal services for the Auto Mall Annexation area. How and when the City plans to extend non-capital services and capital improvements is also outlined in the following pages. The following section demonstrates how the City will satisfy the requirements of Indiana State Law in provision of services and financing of same in an equitable manner. The municipal services described in this section are analyzed according to the needs of the Auto Mall Annexation area, the costs of providing services, and funding sources. It should be noted that the costs of providing municipal services have been rounded off to the nearest dollar and are calculated at today's dollar value. In addition, costs to provide municipal services to the Auto Mall Annexation area will be inflated in the Financial Summary Section, which follows this section.

As required by State Law the annexation area will receive planned services of non-capital nature in a manner equivalent in standard and scope to those non-capital services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density. In addition, the annexation area will receive services of a capital improvement nature in the same manner as those services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density.

All services both of a non-capital nature and of a capital improvement nature described in subsequent subsections of the Municipal Services Section will be provided to the Auto Mall Annexation area in a manner equivalent in standard and scope to those capital and non-capital services provided to areas within the corporate boundaries that have similar topography, patterns of land use, and population density, including but not limited to the Magnavox Way Area.

#### A. POLICE

The services provided by the Fort Wayne Police Department include the prevention of crime, the detection and apprehension of criminal offenders, assistance for those who cannot care for themselves or who are in danger of physical harm, resolution of day-to-day conflicts among family, friends, neighbors, and the creation and maintenance of a feeling of security in the community. The Police Department is involved in legal work, such as participation in court proceedings and the protection of constitutional rights. It is also responsible for the control of traffic and the promotion and preservation of civil order.



The Police Department has projected the number of police officers needed to protect the Auto Mall Annexation area. Statistics, including the number of calls for service and the average response times, were obtained from the Communications Department's Computer Aided Dispatch System (CAD) to project service needs and costs in the proposed annexation area.

It has been estimated that there will be 74 calls for service in the proposed annexation area annually. As a result, the Police Department has determined that no additional personnel will be needed to make the additional service calls to this area. Due to the extremely low number of projected calls for service, the additional workload will easily be assumed by the Fort Wayne Police Department. This area is almost exclusively a business district and will require only periodic checks or patrolling by District 5 units.

The cost to provide protection to this proposed annexation will be \$1,126 per year. The cost is based upon an officer's average hourly rate of \$19.32 multiplied by an estimated service time of 45 minutes spent per call for 74 calls. This yields a cost of \$1,072. An additional 5 percent or \$54 for other direct nonpersonnel costs is added to the above. This results in a total cost of \$1,126.

Funding for police services in the annexation area will come from the Civil City Budget of the Police Department which is derived primarily from local property taxes through the General Fund.

CAPITAL COSTS:	\$ 0
ESTIMATED ANNUAL OPERATING COSTS:	\$1,126

## B. FIRE PROTECTION

It is not clear at this time as to whom will ultimately provide fire service to the proposed annexation area. The reason for the confusion is that this area "appears" to lie within the jurisdiction served by the Southwest Allen County Fire District. If it is determined that the area is not within the Southwest Allen Fire District, then the City is obligated to provide fire service.

If the Fort Wayne Fire Department is responsible for providing fire protection services to the Auto Mall Annexation area services will be provided immediately upon annexation. The services provided include fire protection and suppression, emergency rescue, fire prevention and fire inspection, EMS support response on life hazards, hydrant maintenance, and public education.

Due to the small territory and its location next to other city covered areas, operating costs would be minimal. It is estimated there will be 5 calls for service per year in this area. The average 1992 operating costs per run is approximately \$1,040.

Therefore, the Fire Department will incur costs of approximately \$5,200 per year to provide fire protection to the area. No additional equipment will be needed to provide service to the proposed annexation area.

Primary response for fire protection in the Auto Mall Annexation area will come from Station #2 at 2023 Taylor and backup response from Station #7 at 1622 Lindenwood. The response time is estimated to be 5-7 minutes.

CAPITAL COSTS:	\$ 0
ESTIMATED ANNUAL OPERATING COSTS:	\$5,200

#### C. EMERGENCY MEDICAL SERVICE (EMS)

At the present time, Three Rivers Ambulance Authority is the only provider of ambulance service to City residents. Three Rivers Ambulance Authority is currently providing emergency medical services (life-threatening and non-life-threatening), and medical transporting of all persons within the community. Emergency responses are in conjunction with the local volunteer ambulance service with no required response times at present.

Using service run records over the past several years, as many as six EMS ambulances will be stationed at different locations throughout the community. Upon receiving a request for service from the annexation area, the ambulance closest to the area will be dispatched to the annexation area. In addition, for some emergencies such as heart attacks, the Fort Wayne Fire Department will provide extra assistance. Primary assistance will come from Station #2. The Fire Department trains a number of its personnel so that each fire station has an emergency medical technician. Therefore, if needed, fire fighters are able to administer medical treatment to residents before the ambulance arrives.

The method of financing Emergency Medical Services is based on user fees. The current charges for ambulance service are shown below:

1. \$120 plus \$5 per loaded mile for non-emergency transfer scheduled 24 hours in advance.
2. \$170 plus \$5 per loaded mile for non-scheduled non-emergency transfers.
3. \$380 plus \$7.50 per loaded mile for all emergencies for City and non-City plus \$30 fee for emergency response.

This method of financing permits service to be extended to the annexation area with its existing budget, while no additional manpower or equipment will be needed to service the annexation area.

CAPITAL COST:	\$ 0
ESTIMATED ANNUAL COST	\$ 0

#### D. SOLID WASTE DISPOSAL

Upon annexation, Fort Wayne will provide residential garbage collection to the Auto Mall Annexation area in the same manner as it provides garbage collection to comparable areas within the City. The City currently contracts with Waste Management of Fort Wayne to supply this service.

On November 24, 1992, City Council approved a garbage user fee ordinance which became effective January 1, 1993. The \$5.00 per month user fee could increase after the current contract with Waste Management expires in December of 1994. The fee could also change if City Council elects to change the garbage collection policy to a pay per bag system. The current user fee should pay for what the City will spend to have its trash picked up and disposed of in the landfill. Therefore, it is anticipated that solid waste collection be entirely funded by user fees and the City should not have to utilize any tax revenues to provide the service.

CAPITAL COST: \$0  
ESTIMATED ANNUAL COST: \$0

#### E. TRAFFIC CONTROL

The City's Traffic Engineering Department will assume responsibility for traffic control in the annexation area immediately after the effective date of annexation. Some of the services that can be provided by the department are surveys and investigations of traffic conditions and problems. The department also provides installation and maintenance of traffic control devices such as stop lights and control signs. Since no additional signing or painting is required in the area, no additional personnel or material costs are initially anticipated. The added area should result in a minimal reduction of services to the remainder of the city.

CAPITAL COST: \$0  
ESTIMATED ANNUAL COST: \$0

#### F. STREETS AND ROADS

The incorporation of the Auto Mall Annexation area will add .4 miles of streets to the City street system. Of this total, there are .04 miles of residential streets and .36 miles of commercial roads. There are .04 miles of residential streets in poor condition. All of the .36 miles of commercial roads are in good condition.

The Fort Wayne Street Department will be responsible for the general maintenance of all streets in the proposed annexation area immediately upon the effective date of annexation. General maintenance includes snow and ice removal as well as berm work.



Leaf removal, street sweeping and grass mowing are all under the auspices of the Street Department. The Street Engineering Department will provide engineering services and construction supervision for all streets, alleys and sidewalks that will be constructed within the annexation area. The provision of these services to the annexation area will require no additional personnel or equipment. The citywide average cost for general street maintenance is \$5,912 per mile of street per year. The annexation will cost the city approximately \$2,365 per year in street maintenance costs.

The funding source for street maintenance is the Street Department budget which is made up of funds from the Motor Vehicle Highway (MVH) Program. The Street Engineering Department funds come from the MVH, and Local Arterial Roads and Streets (LRS) Programs.

CAPITAL COST: \$ 0  
ESTIMATED ANNUAL COST: \$2,365

#### G. PARKS AND RECREATION

Residents of the proposed annexation area will have access to city park facilities such as swimming pools, baseball diamonds, picnic facilities, golf courses, indoor and outdoor skating facilities, etc.

The Fort Wayne Parks and Recreation Department will trim and prune trees within public rights-of-ways per the Comprehensive Tree Maintenance Program within the proposed Auto Mall annexation area. The department will also be responsible for any tree removal or treatment that poses a public safety hazard. Based upon an estimated number of trees within public right-of-ways in the proposed annexation area, the cost to provide street tree maintenance amounts to \$19.70 per tree annually, for a total of \$571.

CAPITAL COST: \$ 0  
ESTIMATED ANNUAL COST: \$571

#### H. WATER

The Fort Wayne Water Utility is presently serving all portions of the Auto Mall Annexation area. Also, when the area is annexed into the City, the property owners who are using the Fort Wayne Utility System will no longer have to pay the out-of-City surcharge.

CAPITAL COST: \$0  
ESTIMATED ANNUAL COST: \$0

#### I. FIRE HYDRANTS

The City of Fort Wayne pays the Fort Wayne Water Utility \$221.26

annually for each hydrant located within the City. The money the City will pay the Water Utility for hydrant maintenance will be taken from the General Fund.

Currently the Auto Mall Annexation area contains 10 fire hydrants, of which 5 are currently owned by City Utilities. As a result, the City will pay the Water Utility \$1,106.30 a year after the area is annexed into the City.

CAPITAL COST: \$ 0  
ESTIMATED ANNUAL COST: \$ 1,106

#### J. SANITARY SEWERS

Presently, the Fort Wayne Department of Water Pollution Control (WPC) provides sanitary sewers to presently developed regions of the Auto Mall Annexation area. The Fort Wayne Department of Water Pollution Control will provide engineering services as needed for additional sanitary sewers. If additional sanitary sewer service is desired, the City's Water Pollution Control Department has the capability to provide this service. However, residents will first have to petition to the Board of Public Works. Residents will also have to pay for such a service. Upon annexation, residents will be able to take advantage of the Barrett Bonding process which permits residents to make long-term, low interest payments for their sewers.

CAPITAL COST: \$0  
ESTIMATED ANNUAL COST: \$0

#### K. STORM SEWERS

Upon annexation, the Fort Wayne Department of Water Pollution Control will consider storm sewer installation upon petition by property owners. The City will provide engineering services for such a project. Certain storm drainage improvements may be funded from the City's Storm Water Utility. Emergency and routine maintenance of public drainage systems which are up to City standards will be the responsibility of the City's Sewer Maintenance Department after annexation. The source of revenue City Utilities utilizes for providing these services will be the Storm Water Utility's user fees.

CAPITAL COST: \$ 0  
ESTIMATED ANNUAL COST: \$ 0

#### L. STREET LIGHTING

It is the goal of the City to light every intersection in Fort Wayne, to reduce night accidents, aid in police protection, facilitate the traffic flow, and inspire community spirit and growth.

The Street Light Engineering Department has determined that there are currently eighteen lights on nine poles within the area to be annexed. The total energy cost associated with this within this annexation is estimated at \$650 per year. Existing lighting within the Auto Mall is non-standard to that found in the City of Fort Wayne. The change of power sources for the current metal halide to high pressure sodium would cost \$4,000 in labor and \$1,200 in materials. A five year conversion at \$1,800 per year over five years would total \$9,000. The maintenance cost for street lighting is estimated to be \$275. No additional manpower or equipment will be needed for this annexation.

CAPITAL COST: (for first through fifth years) \$1,800  
ESTIMATED ANNUAL COST: \$ 925

#### M. ANIMAL CONTROL

The Fort Wayne Department of Animal Control will provide various services to the Auto Mall annexation area immediately upon the effective date of annexation. The services this department will provide, include, but are not limited to, the sheltering of stray animals, response to animal complaints and emergencies, 24-hour service (seven days a week including holidays), canvassing for unconfined strays, trap rental, pet adoption, and a humane education program. With only one residential unit in this annexation area, the department anticipates minimal additional impact and negligible expense.

CAPITAL COST: \$ 0  
ESTIMATED ANNUAL COST: \$ 0

#### N. ADMINISTRATIVE SERVICES

All administrative functions of the City will be available to the Auto Mall annexation area residents immediately upon the effective date of annexation. These services include, but are not limited to, the Law Department, the City Plan Commission, the Mayor's Office, the Board of Works, the Metropolitan Human Relations Commission, the City Clerk's Office, the Citizen's Advocate Office, etc. General administration includes all of the regulatory and program functions for the various City departments. When the area is annexed, City departments will be notified and will expand their jurisdictional areas accordingly.

The costs of these services cannot be directly related to the size and population of an area. Consequently, this plan does not include cost estimates. However, expansion of administrative functions is possible. Funding comes from a variety of sources, including the General Fund, the State and Federal Government.

CAPITAL COST: \$0  
ESTIMATED ANNUAL COST: \$0



## SECTION FIVE

### PLAN FOR HIRING GOVERNMENTAL EMPLOYEES DISPLACED BY ANNEXATION

It is not anticipated that, due to the annexation of the Auto Mall area, any governmental employees will be eliminated from other governmental agencies. However, if any government employee is displaced as a result of this annexation and makes application with the City of Fort Wayne for employment within thirty days after displacement, such employee will be treated as if the employee were a City employee on "lay-off" status for purposes of hiring for any vacant position similar to the government position from which the individual was displaced.

## SECTION SIX

### FINANCIAL SUMMARY AND RECOMMENDATION

The purpose of this section is to project the revenues and expenditures of the proposed Auto Mall Annexation area. This section will also provide a five year summary for the years 1995 to 1999 of the expenditures compared with the revenues.

#### A. REVENUES

Property taxes are the main source of revenue to be received from the Auto Mall Annexation area. Property taxes are computed from the gross amount of assessed valuation in the area which can be obtained from the office of the Wayne Township Assessor. The formula for computing tax revenue is shown in Table 1.

TABLE 1  
TAX REVENUE FORMULA

$$\frac{V-E}{100} (T) = TR$$

WHERE: V = Assessed Valuation  
E = Home Mortgage Exemption (\$1,000)  
T = City Tax Rate  
TR = Tax Return

The total assessed valuation of the Auto Mall Annexation area is \$3,768,980. The home mortgage exemption is deducted from the total. There is 1 residential structure in the proposed annexation area. Assuming that the property owner is eligible for a home mortgage exemption of \$1,000, the total taxable assessed valuation is \$3,767,980. Property tax revenue for 1993 can then be determined by applying the City tax rate to this figure (See Table 4) giving a total property tax revenue of \$103,194. Using a 4.0 percent annual rate of inflation, the property tax revenue for 1996, the first year taxes would be due in the Auto Mall Annexation area, would be \$111,615. If we apply a 66 percent abatement (as proposed by the City for taxes due in 1996) to this figure, the net revenue becomes \$37,949. A portion of this revenue would be supplied from the State Property Tax Relief Fund. A 33 percent abatement is used to calculate property tax revenue for 1997, with full taxes payable in 1998.

The Auto Mall annexation will also enable the City to receive additional money from the Motor Vehicle Highway (MVH) and from the Local Arterial Roads and Streets Fund (LARS). These funds are allocated based on street miles. In 1992, the City received \$6,316

per street mile in combined MVH and LARS Funds. This annexation will add .4 miles to the City's street system. Therefore, the City will receive an additional \$2,526 from MVH and LARS Funds. These funds will be received yearly beginning one year after the effective date of annexation.

The following table shows the area's Taxing District Rate.

TABLE 2  
TAXING DISTRICT RATE

Corporation General	\$1.6424
Corporation Debt Service	0.3191
Police Pension	0.0385
Sanitary Officers Pension	0.0166
Park General	0.3766
Redevelopment General	<u>0.0123</u>
TOTAL	\$ 2.7387

In addition to property taxes and highway funds, the City receives revenues from the Community Development Block Grant, the Cigarette Tax, County Option Income Tax, County Economic Development Tax, and the Alcoholic Beverage Tax. Some of these funds are based in part on the City's population. Since population is only one element of a very complex distribution formula, the direct contribution of the Auto Mall Annexation cannot be calculated. Still, most of these funds will increase with city population increases.

#### B. EXPENDITURES

Expenditures which were reported in the section on Municipal Services are summarized in Table 3. Capital costs are one time expenditures, while operating costs are continuing expenses. Since the needs of the annexation area must be treated equally with the needs of other similar areas in Fort Wayne, all capital improvement projects must follow routine city procedures which often require petitioning.

On the following page Table 3 details the costs that will be incurred by each department upon the annexation of the Auto Mall Annexation area. These costs do not reflect the inflation factor used to calculate the five year revenue summary shown in Table 4.

TABLE 3  
EXPENDITURES

DEPARTMENT	CAPITAL COSTS	OPERATING COSTS
Police Department	\$ 0	\$1,126
Fire Department	0	5,200
EMS	0	0
Solid Waste Disposal	0	0
Traffic Control	0	0
Streets	0	2,365
Parks	0	571
Water	0	0
Fire Hydrants	0	1,106
Sanitary Sewers	0	0
Storm Sewer	0	0
Street Lighting	9,000	925
Animal Control	0	0
Administrative Functions	0	0
TOTALS	\$9,000	\$11,293

C. FIVE YEAR SUMMARY

The Five Year Summary shows the projected expenditures compared with the tax revenues expected in the Auto Mall Annexation area for the first five years after it is incorporated into the City of Fort Wayne.

The summary includes a 4.0 percent inflation factor for municipal expenditures, and a 4.0 percent increase factor for City property tax revenues. These inflation factors have been derived through calculating the average expenditures and revenues over the past several years, and are from the City of Fort Wayne Controller.

Property tax revenue from the annexation area will not be collected until 1996. Assuming the area is annexed on February 28, of 1995, assessment will not occur until March of 1995, with revenues being collected in 1996. Since revenues are not collected for one year after the effective date of annexation, the City will experience a loss of \$11,211 in 1995. On the following page, Table 4 details the revenues minus the expenses for the Auto Mall Annexation over the next five year period.



TABLE 4  
REVENUES MINUS EXPENSES

YEAR	EXPENDITURES	PROPERTY TAX REVENUE	MVH & LARS	BALANCE
1995	\$11,211			\$-11,211
1996	13,617	\$37,949	\$2,526	26,858
1997	14,161	77,773	2,526	66,138
1998	14,728	120,722	2,526	108,520
1999	<u>15,317</u>	<u>125,551</u>	<u>2,526</u>	<u>112,760</u>
TOTALS	\$69,034	\$361,995	\$10,104	\$303,065

D. RECOMMENDATION

This Fiscal Plan, which meets the State Law requirements that a fiscal plan be prepared, shows that the Auto Mall Annexation is in accordance with the applicable state statutes. Therefore, it is recommended that after passage of the annexation ordinance and its approval by the Mayor, this area should be annexed by the City of Fort Wayne on February 28, 1995.

## APPENDIX

### AUTO MALL ANNEXATION LEGAL DESCRIPTION

A parcel of land located in the southeast 1/4 of section 6, township 30 north, range 12 east (Wayne Township), Allen County, Indiana more particularly described as follows:

Beginning at the intersection of the west line of the southeast 1/4 of section 6, township 30 north, range 12 east and the north right-of-way line of Illinois Road; thence northerly along said west line (2,550 feet +/-) to the south right-of-way line of Norfolk Southern Railroad; thence easterly along said south right-of-way line (730 feet +/-) to the intersection of the north line of the southeast 1/4 of section 6, township 30 north, range 12 east; thence easterly along said north line (590 feet +/-) to the northwest corner of lot 63 Ansley Acres Addition; thence southerly along the west line of Ansley Acres Addition (2,227 feet +/-) to the southwest corner of lot 79 Ansley Acres Addition; thence easterly along south property line of said lot 79 (660 feet +/-) to the southeast corner of lot 46 Ansley Acres Addition; thence southerly (130.5 feet +/-) to the southwest corner of lot 44 Ansley Acres Addition; thence easterly (305 feet +/-) to the southeast corner of lot 44 Ansley Acres Addition on the west right-of-way line of Ansley Drive; thence southerly along west right-of-way line (181 feet +/-) to a point; thence southwesterly (40 feet +/-) along west right-of-way line of Ansley Drive to the intersection with north right-of-way line of Illinois Road; thence westerly along north right-of-way line of Illinois Road (2,253.83 feet +/-) to the point of beginning. Containing 82 acres, more or less.

